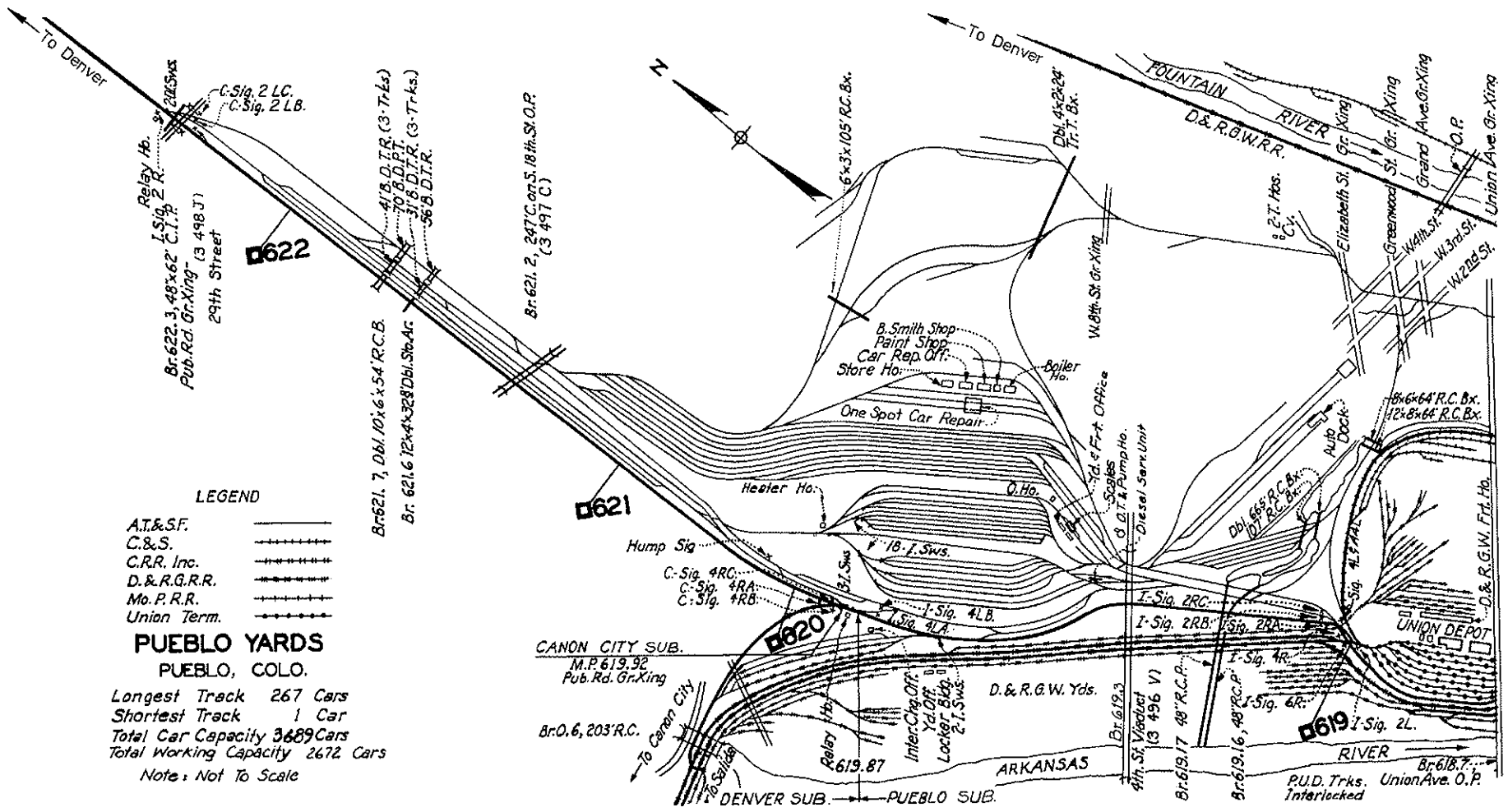


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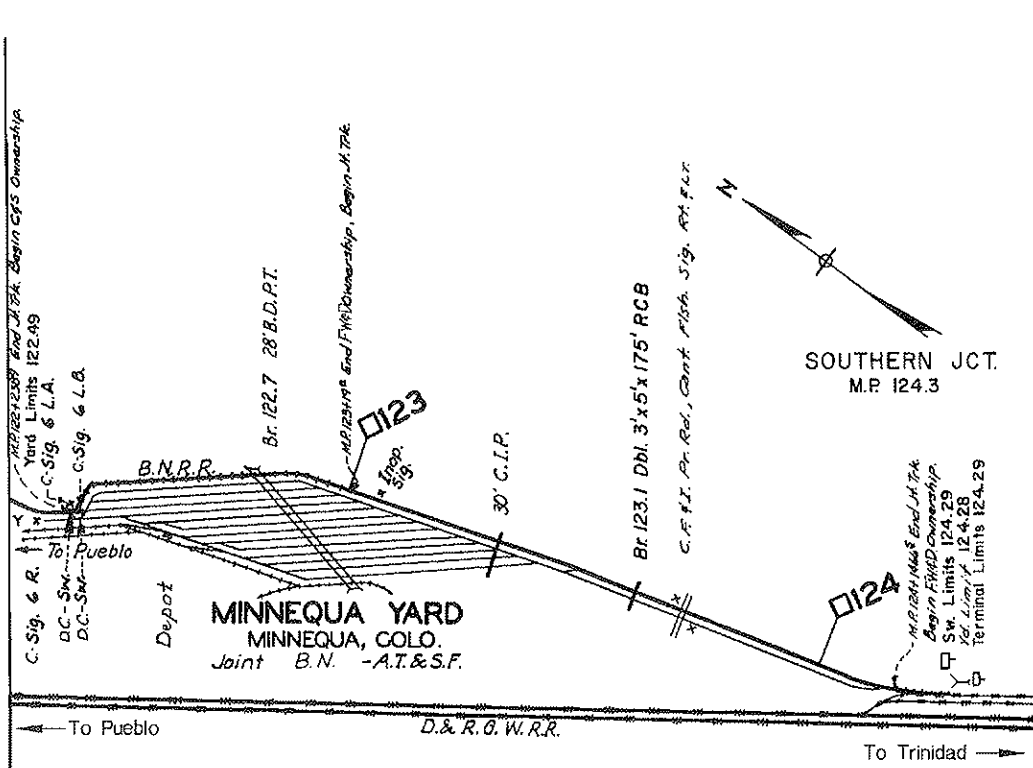


LEGEND

- A.T.&S.F. —————
- C.&S. —————
- C.R.R. Inc. —————
- D. & R.G.R.R. —————
- Mo. P.R.R. —————
- Union Term. —————

PUEBLO YARDS
PUEBLO, COLO.

Longest Track 267 Cars
 Shortest Track 1 Car
 Total Car Capacity 3689 Cars
 Total Working Capacity 2672 Cars
 Note: Not To Scale

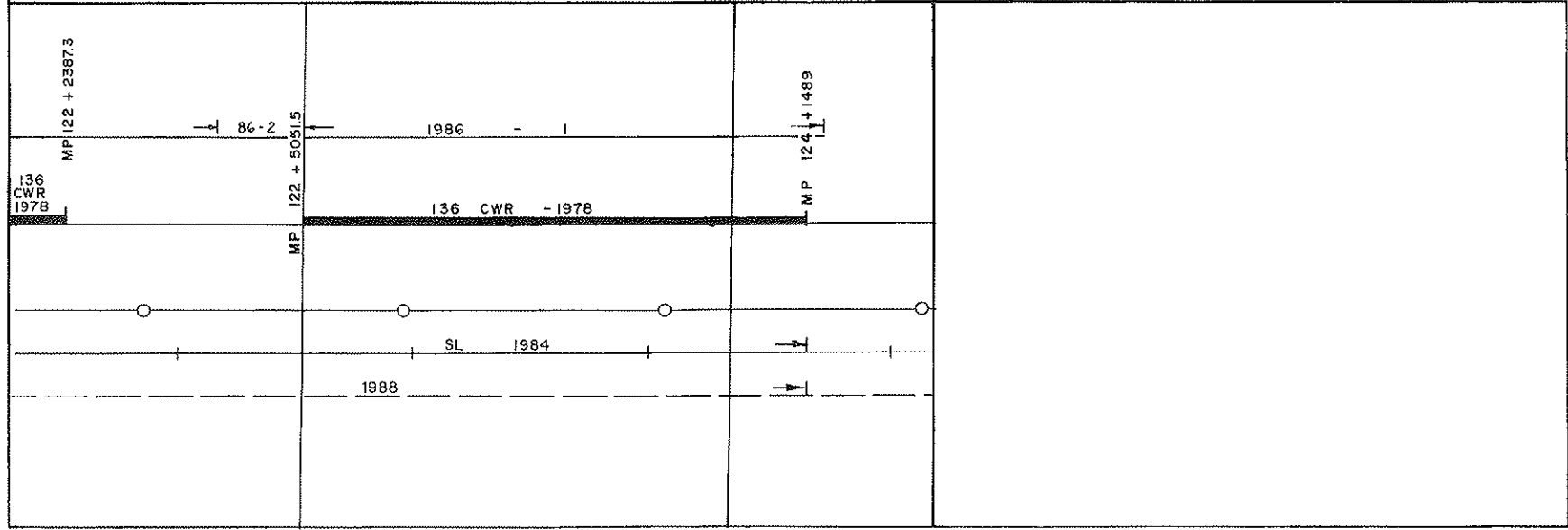


Curves on Page 102

28a	2°42'	I=3°49'		
125a-1	6°05'	I=8°20'		
125a-2	6°05'	I=8°20'		
125b	2°00'	I=1°10'		
125c	2°00'	I=2°20'		
125d	2°00'	I=0°59'		
#126	6°40'	I=62°34'		
#127	3°58'	I=16°21'		
#128	6°00'	I=10°24'		
128a	10°30'	I=25°16'		
128b	9°30'	I=43°08'		
#128c	3°00'	I=13°34'	El.=1 1/2"	Sp.=50'
#128d	4°00'	I=5°40'	El.=2"	Sp.=60'
#128e	3°00'	I=29°38'	El.=1 1/2"	Sp.=50'

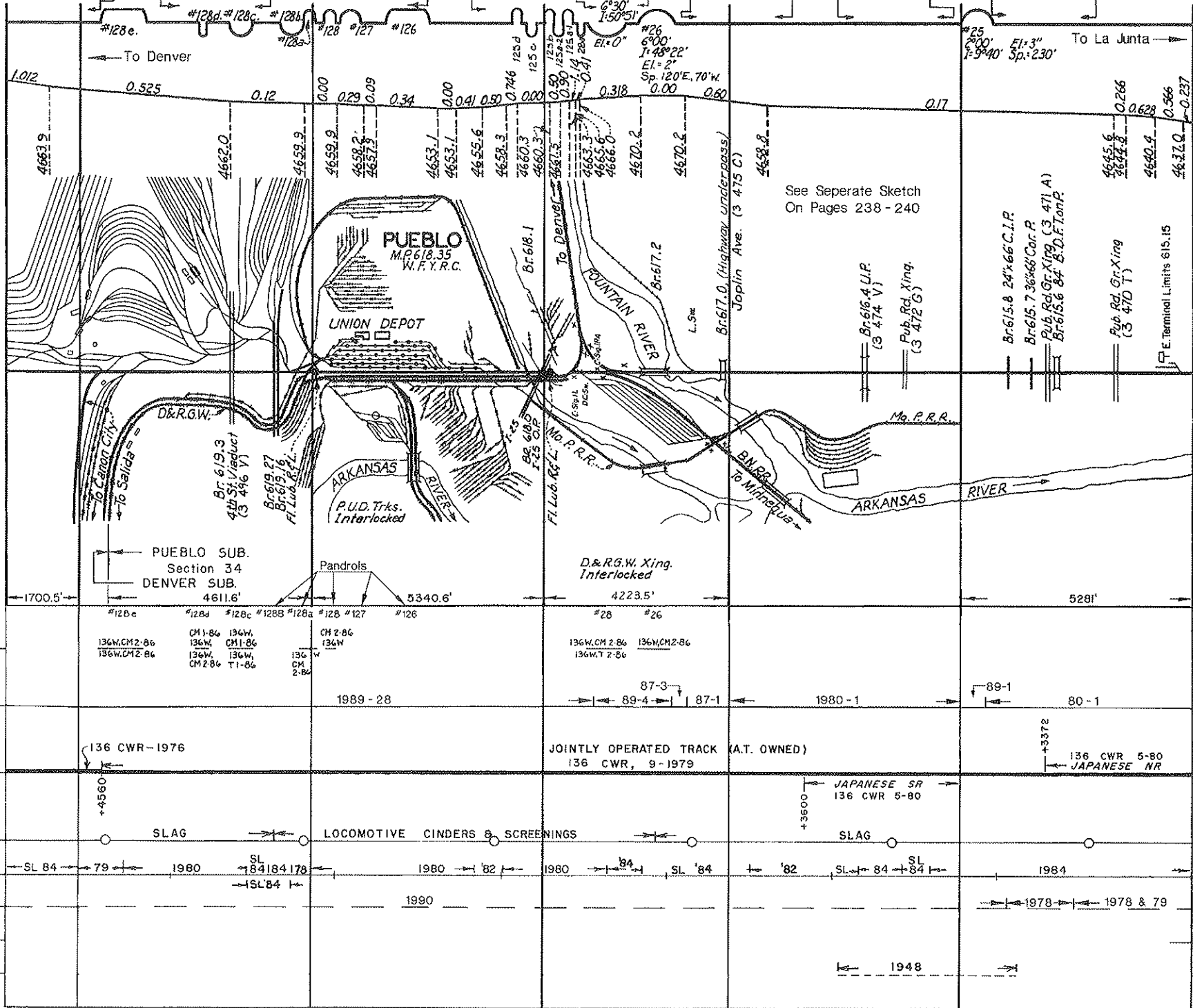
Section 34

123 124



RAIL GR.
RAIL
BALLAST
SURFACING
TIES
UNDERCUTTER
STABILIZATION

621 620 619 618 617 616 615



615

614

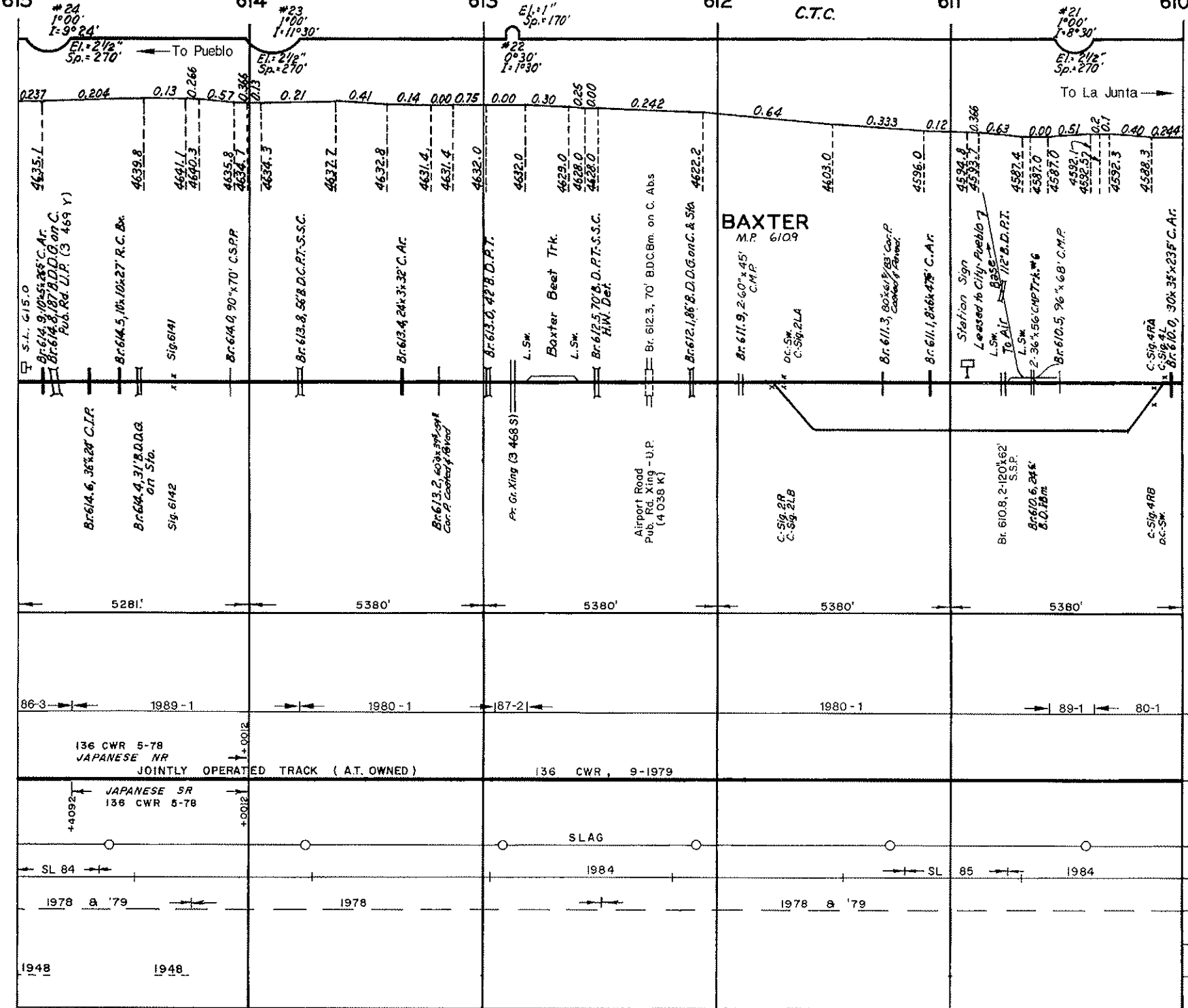
613

612

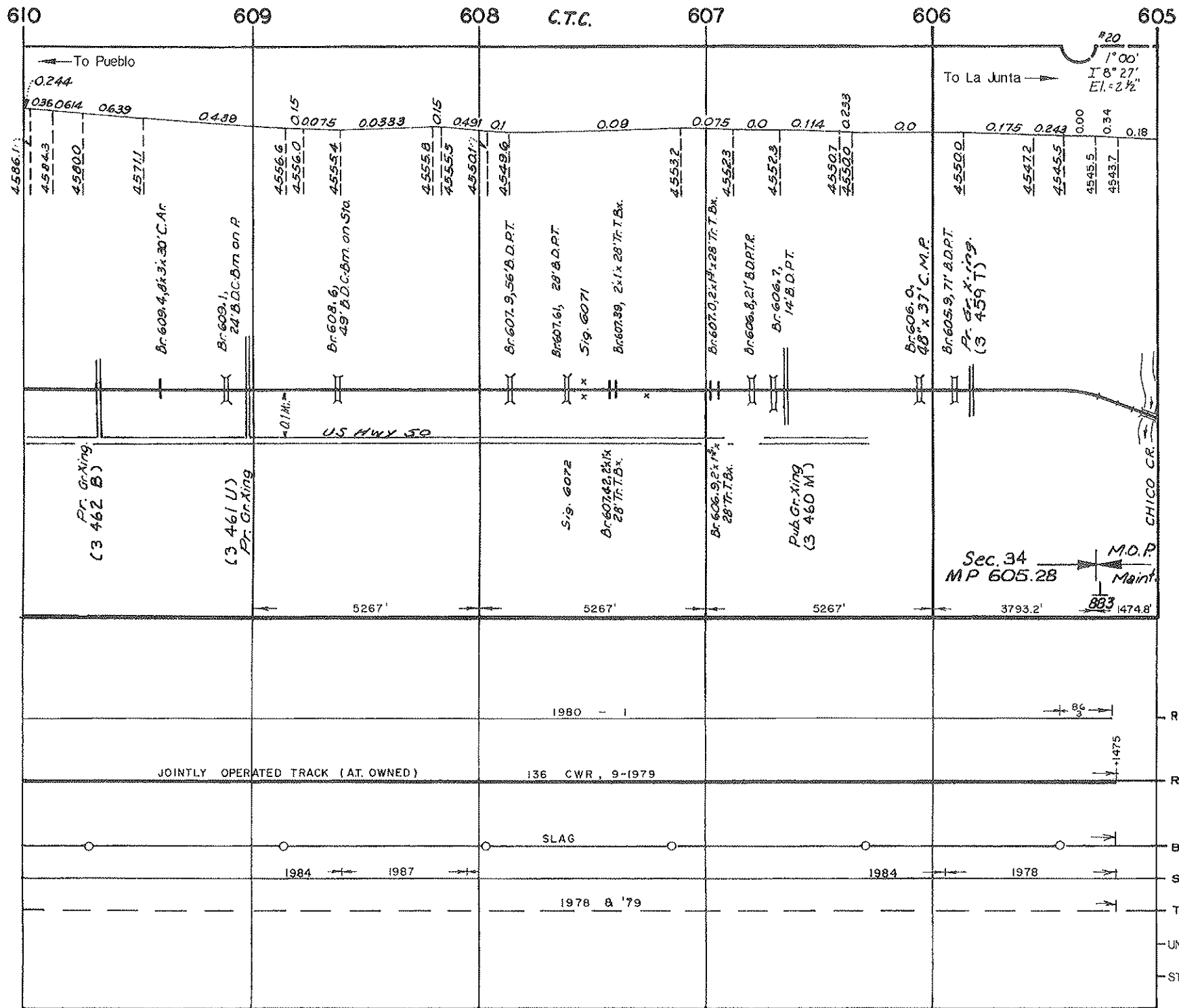
C.T.C.

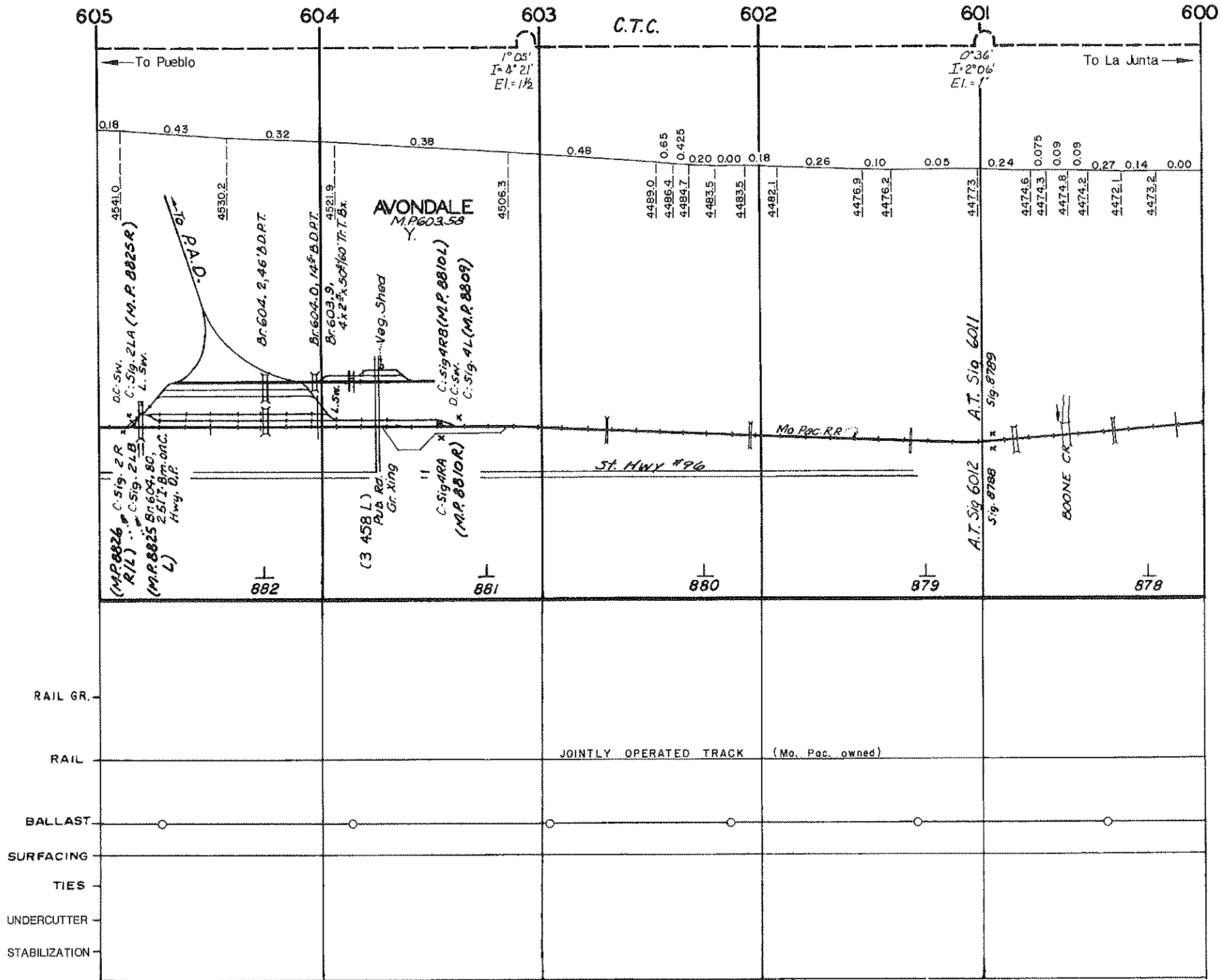
611

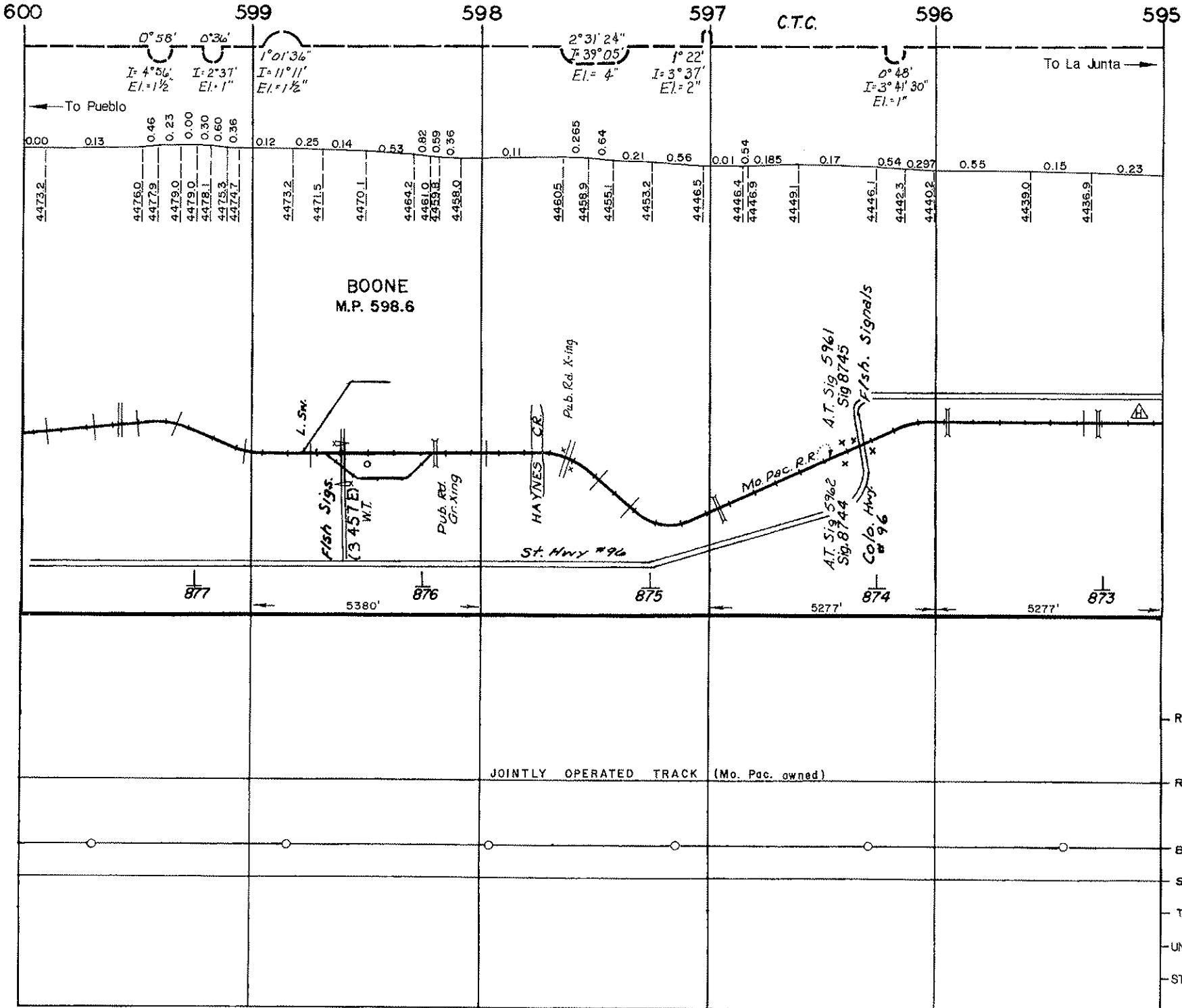
610

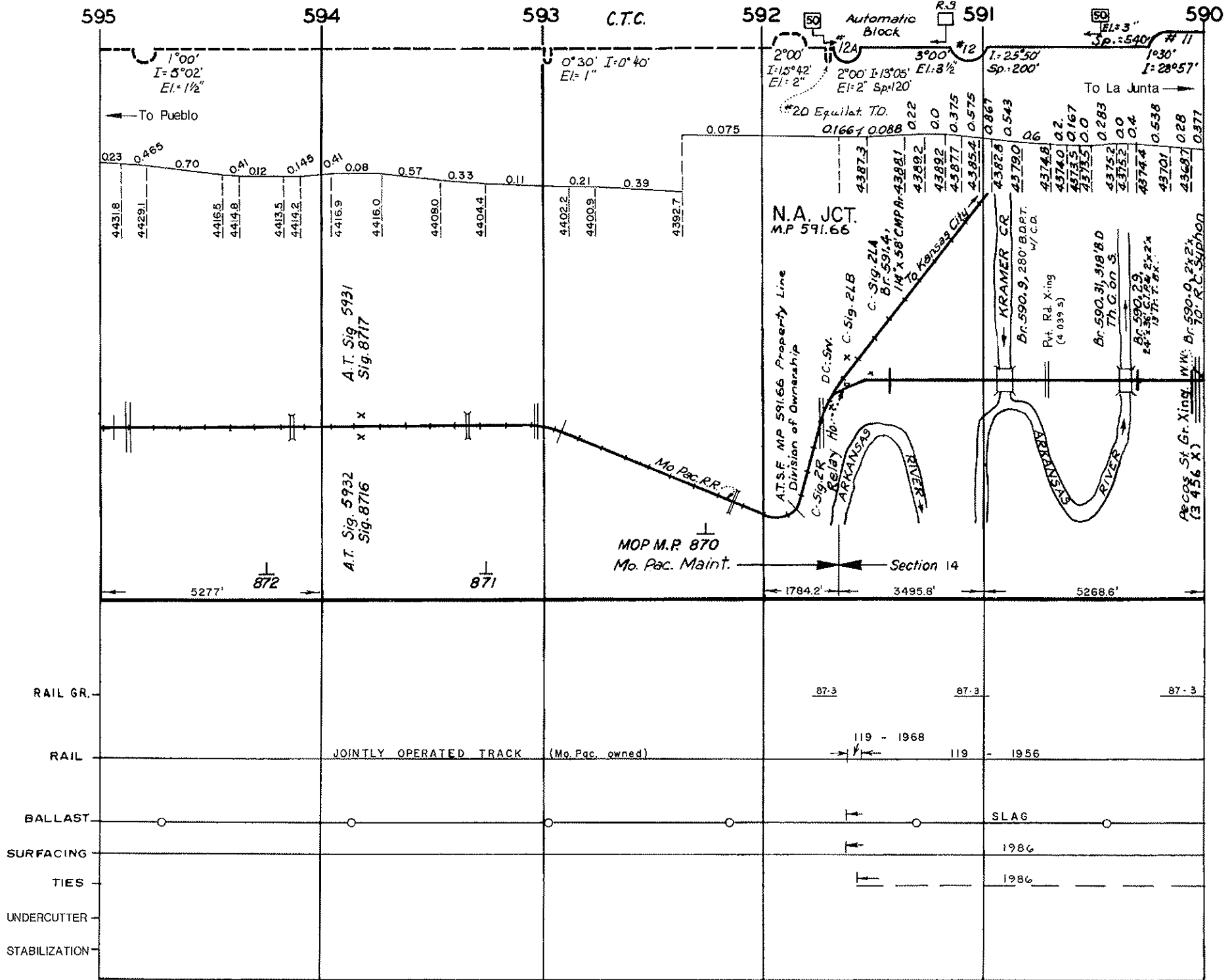


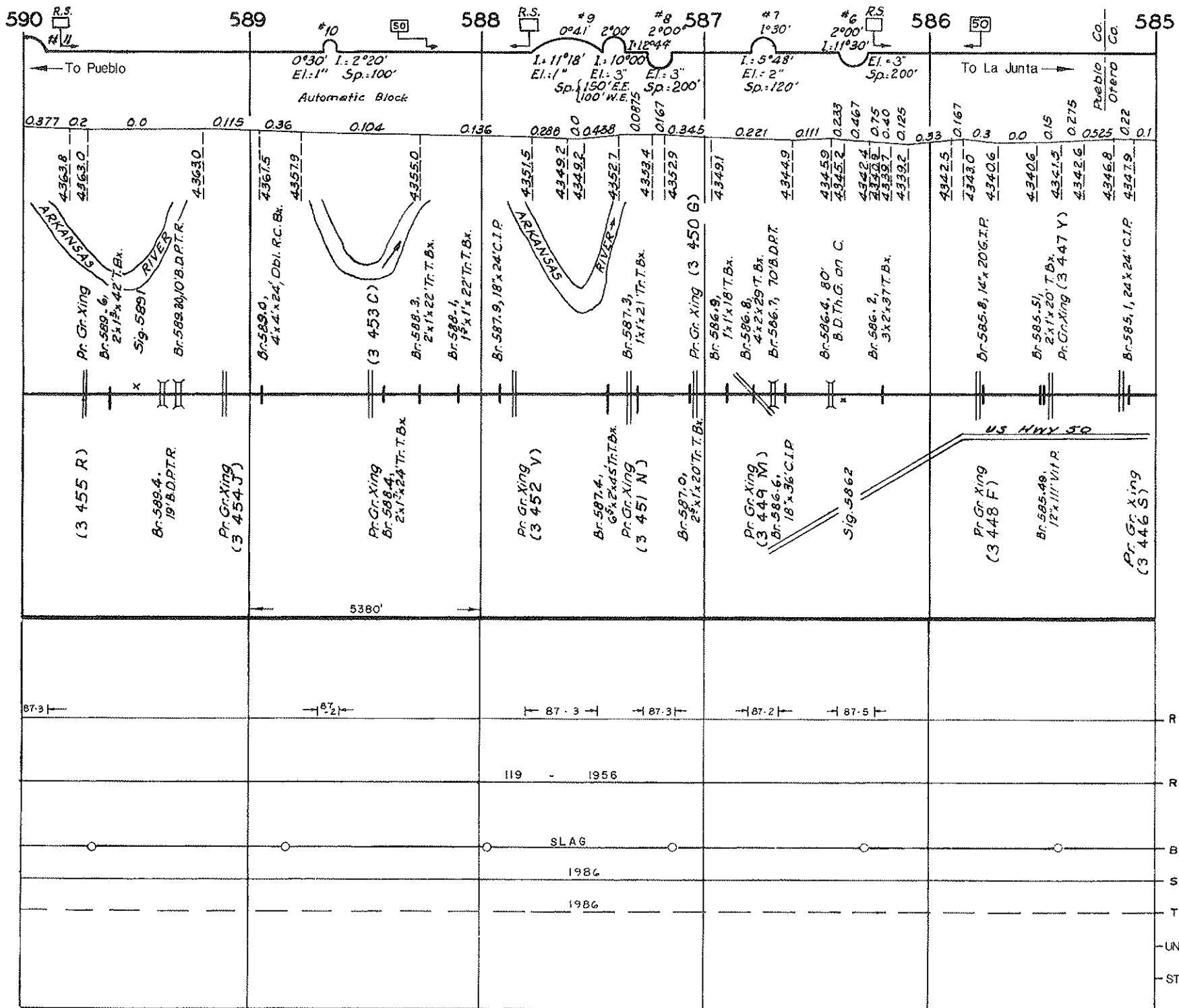
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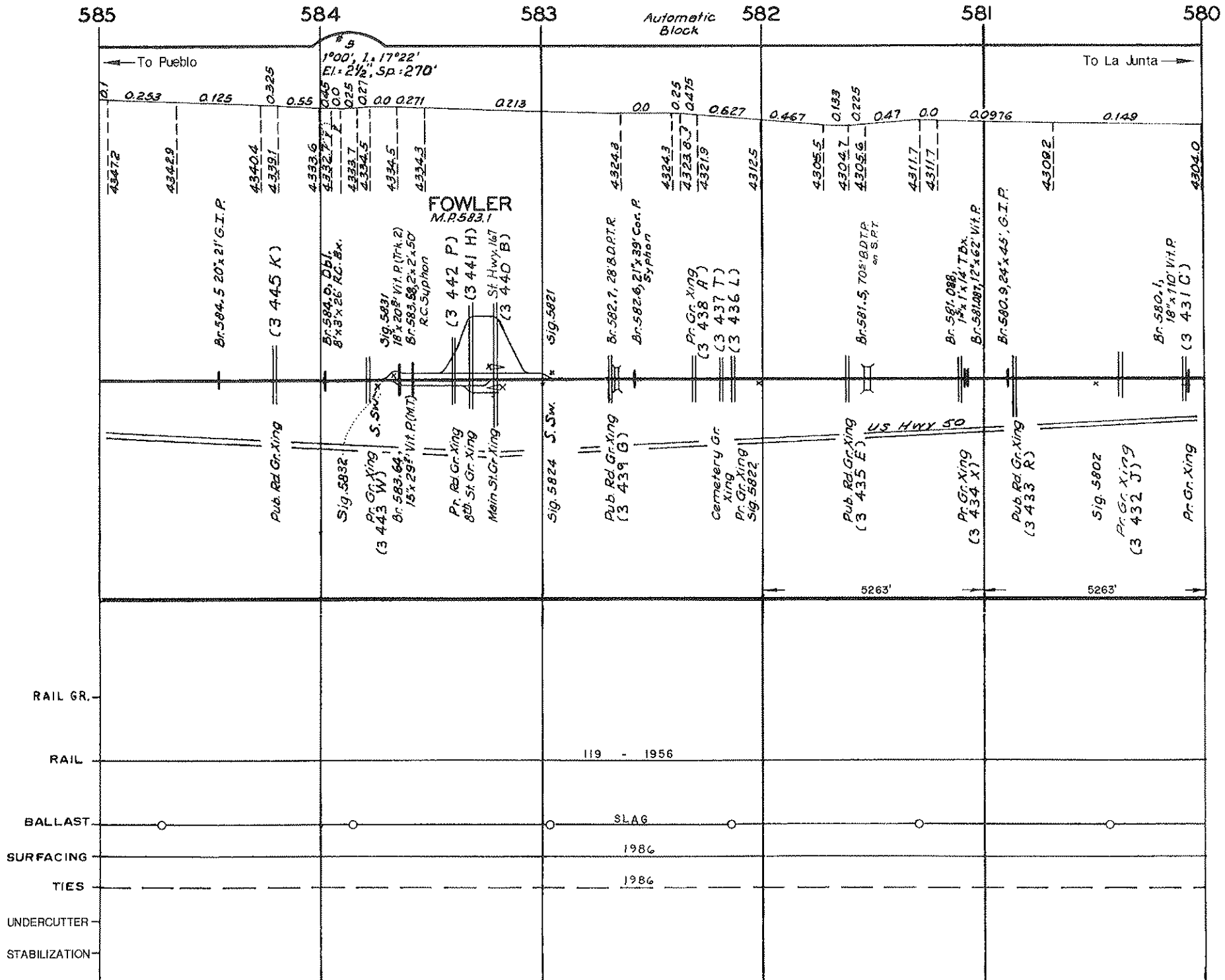


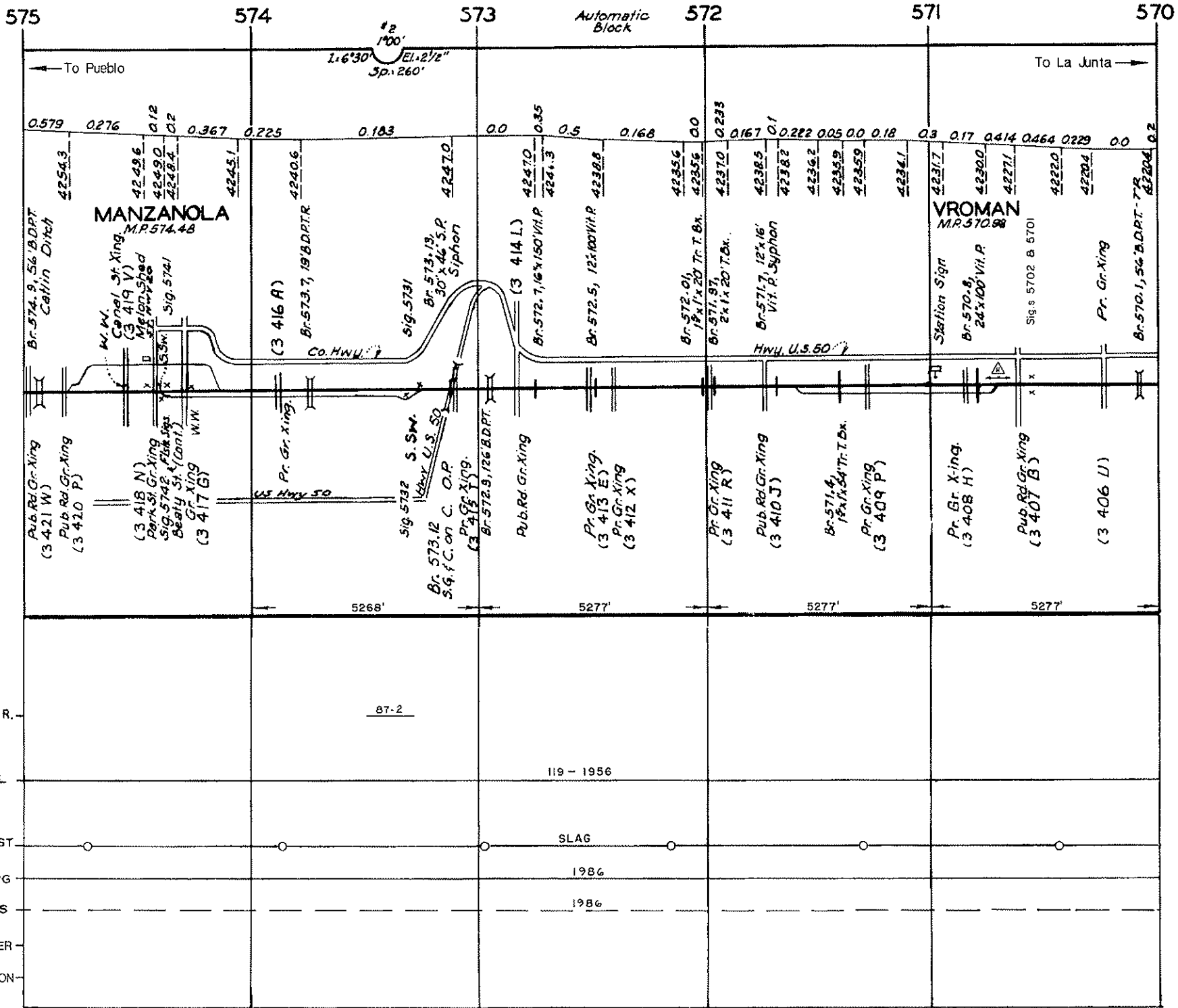












570

569

NO CURVES

568

Automatic Block

567

566

565

To Pueblo

To La Junta

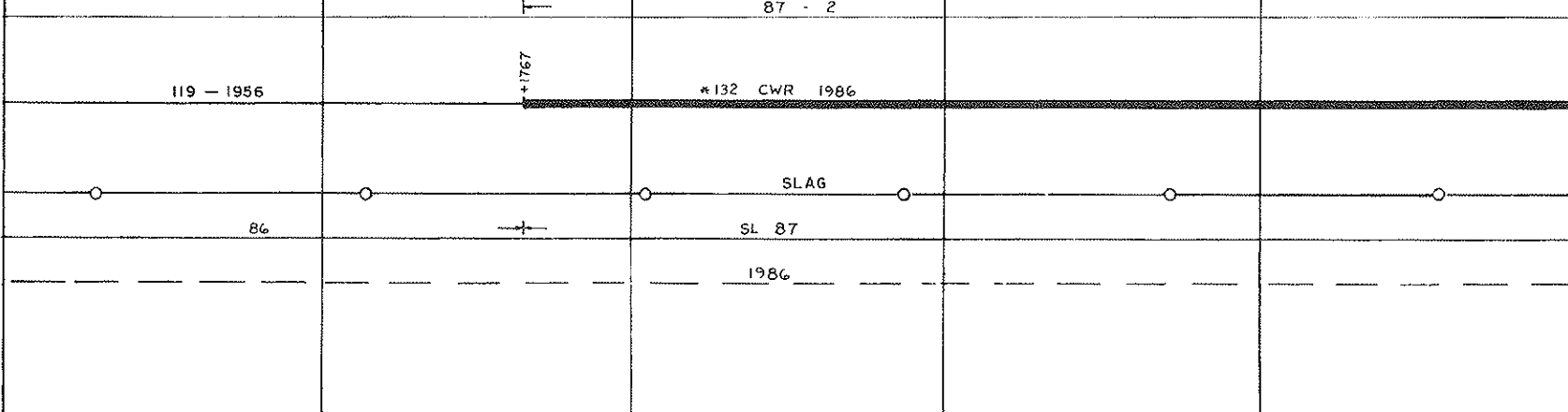
0.2 0.373 0.0 0.133 0.028 0.13 0.345 0.129 0.122 0.231 0.34 0.4 0.428 0.525 0.333 0.05 0.225 0.7 0.55 0.22 0.136 0.324 0.13

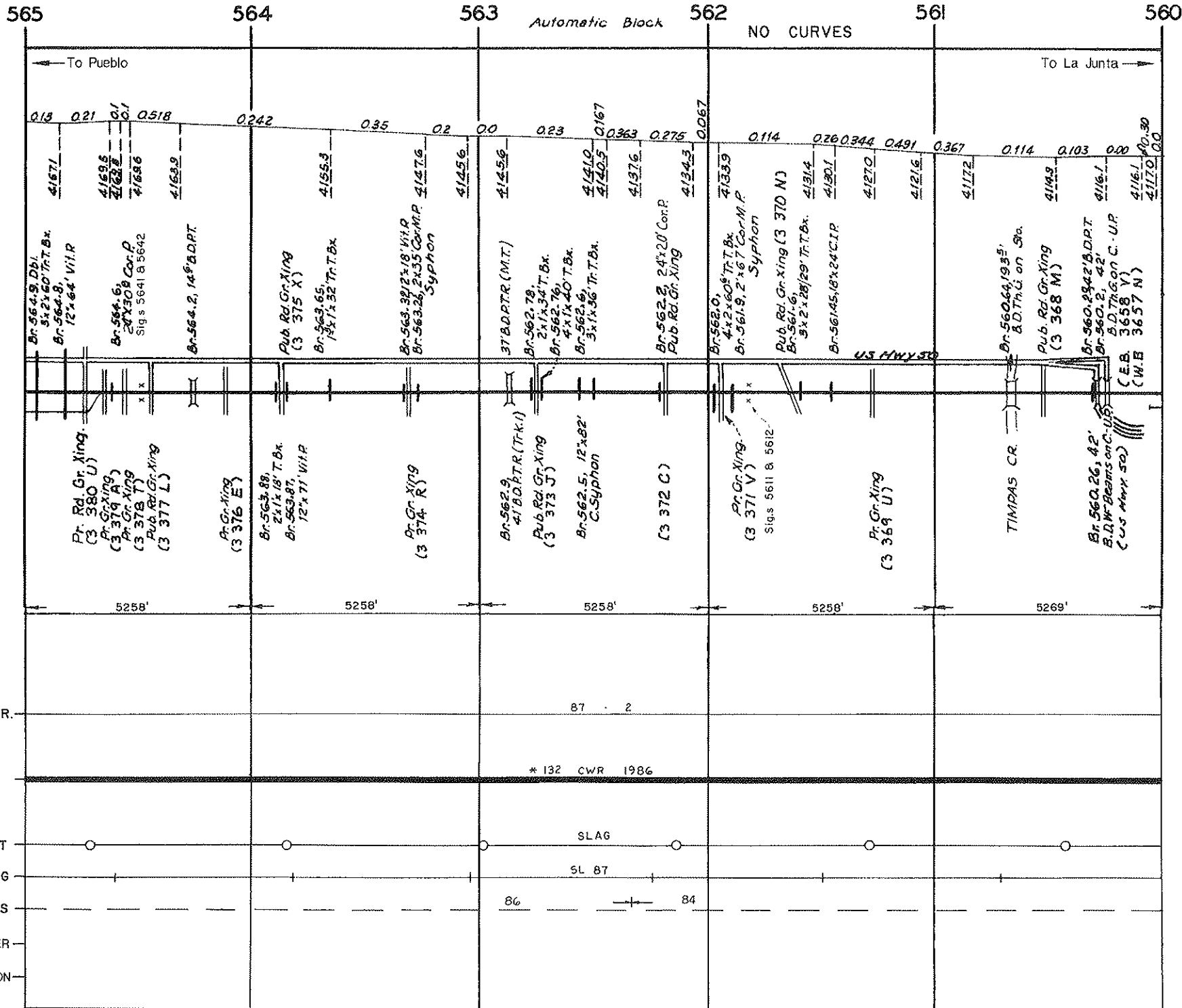
42220
Br. 569.8, 10'x77' V.I.P.
Br. 569.674, 12'x126' V.I.P.
Br. 569.666, 18'x143' Cor. M.P.
Br. 569.524, 100' V.I.P.
C.1 M.P. to U.S. Hwy. 50
42261
Br. 569.2, 24'x27'x24' R.C. Syphon
42245
Br. 568.9, 412'x20' T. Bx.
42240
Br. 568.7, 15'x19'x31' R.C. Syphon
42227
Br. 568.388, Dbl.
3'x2'x27' T. Bx.
Br. 568.38, 2'x2'x35' R.C. Syphon
(3 401 K)
42189
Br. 568.372, 2'x2'x35' R.C. Syphon
42180
Br. 568.1, 19' B.D.P.T.
42194
Br. 567.829, 2'x2'x28' T. Bx.
Br. 567.816, 18'x30' V.I.P.
42164
Br. 567.7, Dbl.
3'x2'x24' T. Bx.
42130
Br. 567.62, 2'x2'x30' T. T. Bx.
Br. 567.257, 2'x2'x30' T. T. Bx.
Br. 567.246, Dbl.
3'x2'x24' T. T. Bx.
Sig. 5671
Pr. Gr. Xing (3 394 C)
42008
41978
41936
Br. 566.5, 3'x2'x40' T. T. Bx.
Br. 566.45, 3'x2'x46' T. T. Bx.
41906
Br. 566.44, 3'x2'x40' T. T. Bx.
Br. 566.42, Dbl.
3'x2'x40' T. T. Bx.
41902
41889
0.7
41826
41804
41793
41778
41697

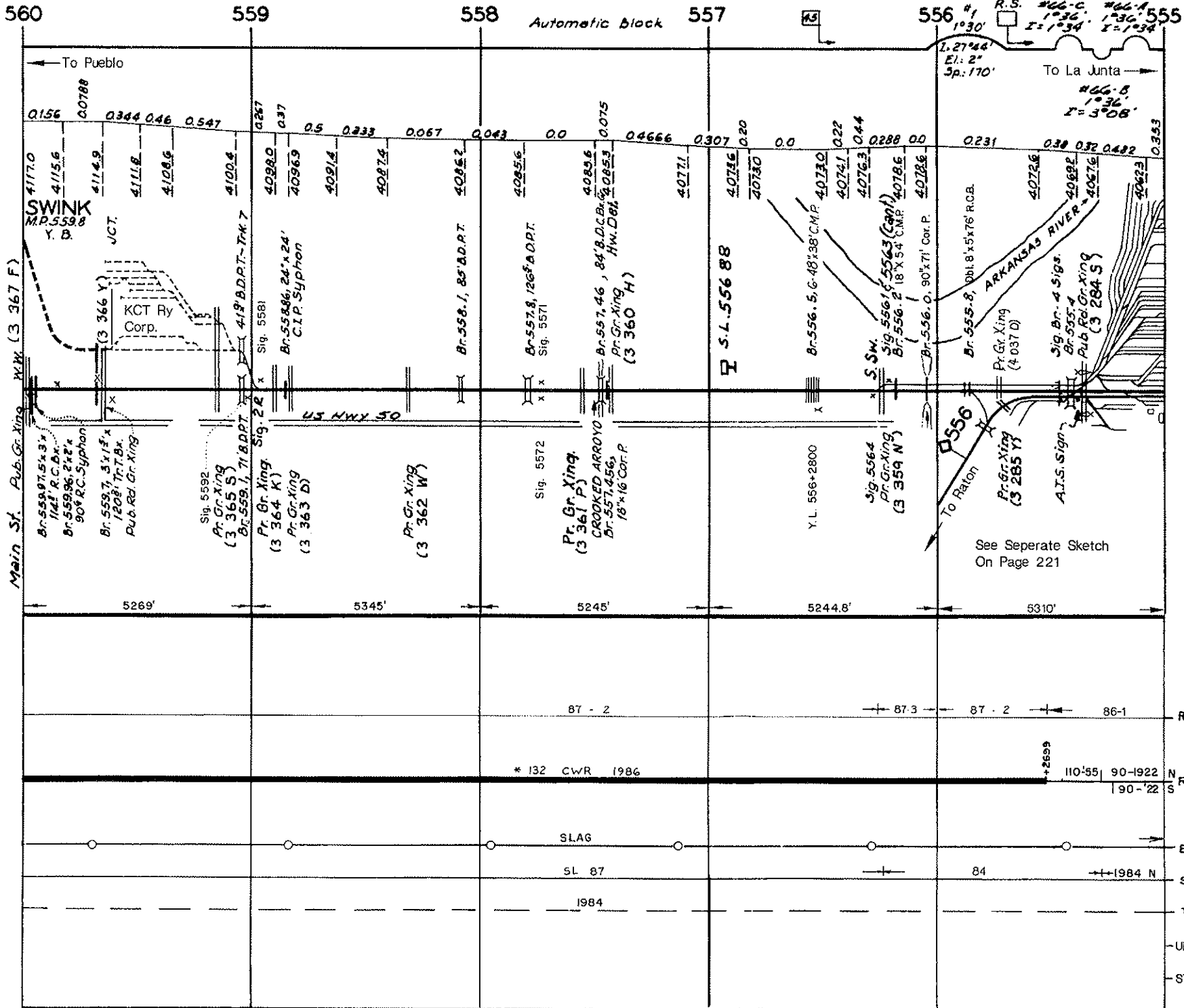
ROCKY FORD

Pr. Gr. Xing (3 405 M)
Pub. Rd. Gr. Xing (3 404 F)
Pr. Gr. Xing (3 403 Y)
Pr. Gr. Xing (3 402 S)
Pub. Rd. Gr. Xing (3 398 E)
Pr. Gr. Xing (3 397 X)
Yd. Limit MP 567.80
Pr. Gr. Xing (3 396 R)
Br. 567.61, 12'x123' V.I.P.
Br. 567.264, Dbl. 3'x2'x24' T. Bx.
Pr. Xing (3 395 J)
Pr. Xing (3 395 I)
Pr. Xing (3 395 H)
Pr. Xing (3 395 G)
Pr. Xing (3 395 F)
Pr. Xing (3 395 E)
Pr. Xing (3 395 D)
Pr. Xing (3 395 C)
Pr. Xing (3 395 B)
Pr. Xing (3 395 A)
Pr. Xing (3 394 Z)
Pr. Xing (3 394 Y)
Pr. Xing (3 394 X)
Pr. Xing (3 394 W)
Pr. Xing (3 394 V)
Pr. Xing (3 394 U)
Pr. Xing (3 394 T)
Pr. Xing (3 394 S)
Pr. Xing (3 394 R)
Pr. Xing (3 394 Q)
Pr. Xing (3 394 P)
Pr. Xing (3 394 O)
Pr. Xing (3 394 N)
Pr. Xing (3 394 M)
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Pr. Xing (3 393 C)
Pr. Xing (3 393 B)
Pr. Xing (3 393 A)
Pr. Xing (3 392 Z)
Pr. Xing (3 392 Y)
Pr. Xing (3 392 X)
Pr. Xing (3 392 W)
Pr. Xing (3 392 V)
Pr. Xing (3 392 U)
Pr. Xing (3 392 T)
Pr. Xing (3 392 S)
Pr. Xing (3 392 R)
Pr. Xing (3 392 Q)
Pr. Xing (3 392 P)
Pr. Xing (3 392 O)
Pr. Xing (3 392 N)
Pr. Xing (3 392 M)
Pr. Xing (3 392 L)
Pr. Xing (3 392 K)
Pr. Xing (3 392 J)
Pr. Xing (3 392 I)
Pr. Xing (3 392 H)
Pr. Xing (3 392 G)
Pr. Xing (3 392 F)
Pr. Xing (3 392 E)
Pr. Xing (3 392 D)
Pr. Xing (3 392 C)
Pr. Xing (3 392 B)
Pr. Xing (3 392 A)
Pr. Xing (3 387 S)
Br. 565.7, 16' B.D.P.T.
W.W.

5277' 5277' 5277' 5277'







Pueblo Subdivision

La Junta (M.P. 555.2) to Pueblo (M.P. 619.9)

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